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PRIVATE RESIDENTS AT THE
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A Comprehensive and Complete
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NEWS OF THE FAR EAST
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**HONGKONG WEEKLY
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**S. MOUTRIE & CO.
LIMITED.**

Hongkong, 5th May, 1909. [a40.4]

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THE ONLY FIRST CLASS
ESTABLISHMENT ACROSS
THE WATER.

Cooking by

AN CHONG.

(Late Chief Cook for many years to late
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Proprietor.**

Hongkong, 4th May, 1909. [a692]

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PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
**SHEWAN TOMES & CO.,
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Hongkong, 29th April, 1908. [a1647]

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FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
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BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.
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[a46]

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7.00 a.m. to 10.00 a.m. Every 10 minutes.
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8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
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9.00 a.m. to 9.30 a.m. Every 30 minutes.
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10.00 a.m. to 12.00 Noon. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
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Hongkong, 1st April, 1909. [a549]

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FIRST CLASS WORKMANSHIP
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Hongkong, 9th April, 1909. [a33]



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FAR EAST.

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Hongkong, 15th April, 1909. [a35]

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Hongkong, 6th May, 1909. [a710]

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Compound Medium speed Engines, 205 revolu-
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ONE HORIZONTAL COMPOUND JET
CONDENSING STEAM ENGINE, 100
Horse power by Messrs. BROWN and LINDLEY.
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Photographic Goods of every Description
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Developing and Printing Undertaken.
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Hongkong, 24th April, 1909. [a37]

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Authorized Capital ... £3,000,000
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The Undersigned, AGENTS for the above
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Hongkong, 21st July, 1908. [a1019]

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From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [a415]

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SHOTS. From No. 10 to 55SG. at \$6.87 and
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and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [a623]

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NIFORM and ERECT FORM.

Most Popular in the World and worn by the
leading Society Belles of Europe and America.

ONLY TO BE HAD FROM

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Hongkong, 3rd May, 1909. [a41]

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
String Band Plays during Tea and Dinner.
Private Bar and Billiard Room for Hotel
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Electric Lifts to each floor.
Electric Lighting and Fans.
Telephones on every floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
[a42]

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a651]

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APPROACH FROM KENNEDY ROAD AND
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[a45]

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Fine View of the Harbour.
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Hongkong, 4th December, 1907. [a44]

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No. 2, QUEEN'S ROAD CENTRAL.

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A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort
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Table D'Hôte at Separate Tables.

MODERATE RATES.

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For Particulars, apply to
M. MATTHAEY,
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Hongkong, 5th October, 1908. [a43]

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(HOTEL-SANITARIUM OF SOUTH
CHINA).

MACAO.

THE Hotel is under European manage-
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All comforts of a home.
A most pleasant retreat for those desirous for
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Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
Two steamers (the "Sui An" and "Sui Tai") daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER.
[a196]

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SHAMEN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMEN."

SITUATED ON THE BRITISH CONCESSION.

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Both Hotels electrically lighted, and under
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GUIDES AND CHAIRS PROVIDED.

Every information and special attention given
to Tourists.

REASONABLE RATES.

WM. FARMER,
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KIALAT HOTEL,

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If you go to Swatow don't forget to stay
at the KIALAT HOTEL. Nice
Comfortable Rooms, excellent cuisine.

Situated five minutes' run by rickshaw from
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Miss E. WILL,
Proprietress.

Swatow, 1st April, 1909. [a552]

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LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

WATSON'S
EVERY OLD LIQUEUR
SCOTCH
WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND

GENUINE AGE

FINE MELLOW FLAVOUR.

PER DOZEN - - \$16.50

ROBT. PORTER & Co's
BULL DOG BRAND
GUINNESS' STOUT
IN PINTS AND SPLITS.A. S. WATSON & CO.,
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ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

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Correspondents must forward their names and
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P. O. Box, 24. Telephone No. 12.

BIRTH.

At Kira, Scotland, on 7th inst., the wife of
WILLIAM NICHOLSON, of a son.

HONGKONG OFFICE: 10A, DES VEXES ROAD C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 10TH 1909.

SOME days ago we published a Chinese telegram conveying the surprising information that at a meeting held at the United States Legation in Peking the Diplomatic Corps had decided to recommend the Powers concerned to accede to China's desire for an interruption of the Boxer indemnity payment for some years, by way of enabling her to put into execution the numerous projects of administrative reform to which she is pledged. The information with regard to international affairs which finds its way from time to time into the Chinese newspapers is notoriously unreliable, even though it may appear to emanate from official quarters; and so, notwithstanding that the terms of the particular announcement to which we are now referring were definite and precise enough to appear convincing, it seemed to us that excellent reasons existed, if not for frankly disbelieving the report, at least for hesitating to accept it until confirmation was forthcoming from the other side. We now know that the report had no foundation in fact, and must be regarded rather as a clumsy balloon ascent. We can almost bring ourselves to believe that there exists in Peking some agency for disseminating as accomplished facts what are merely the pious aspirations of the War-wu-pu. The Chinese public had been previously prepared for the announcement with regard to the Boxer indemnity by the circulation of reports that

since the United States had given practical proof of her sympathy with China by remitting the balance of the indemnity due to her, the Governments of Great Britain and Germany were not unwilling to follow the example of America to the extent at least of making substantial reductions in the amounts due to them. It is quite possible that H. E. TANG SHAO YI, who was sent as a Special Ambassador to the United States to return the thanks of the Chinese Government for America's generosity, and business had a roving commission in Europe, has been sounding the Governments concerned on the subject, but we may well doubt whether his efforts in that direction have met with the smallest success. No sufficient reasons are apparent why the Governments should acquiesce in a proposal of the nature outlined. If the present resources of the Chinese Government are strained, it is a good argument for carrying out without further delay a thorough reform of her fiscal system. Considering the size and resources of the Chinese Empire, an obligation to pay to the Powers an indemnity of \$87,500,000 in annual instalments spread over a period of forty years need not be as onerous as it is represented to be under the present chaotic financial administration. Moreover, looking at the suggestion from China's point of view, it is highly probable that the reforms she desires will come sooner under the strain of meeting these annual payments than if the Powers agreed to temporarily release China from her obligations. So far as Great Britain is concerned, it can hardly be said that of late China has given her much encouragement to show any prodigious generosity. Be that as it may, it seems to us that the most dignified attitude for China is to give up this forlorn hope, and courageously face the prospect of faithfully discharging her obligations. There is a valuable old proverb which declares that "where there's a will, there's a way." Given this will, all competent observers agree that a way may be found in China along lines of sound reform to provide the Government with ample funds without adding materially, if at all, to the burden of the general body of taxpayers.

Not only on this Boxer indemnity question has somebody been "flying kites" in Peking. Many times lately we have seen references to alleged negotiations with the British Minister with a view to secure the retrocession of Weihaiwei. There is no more truth in these reports than in the others to which we have alluded. We may also doubt the report that the President of the Waiwupu is negotiating with the British Minister for the opening of a Chinese Consulate in Hongkong. That is a very old aspiration and the Chinese Government must be well acquainted with the fact that it has been consistently opposed in the Colony. There is no need of a Chinese Consul here, where the interests of the native population are adequately looked after by the Protector of Chinese. Over thirty years ago the community almost unanimously objected to the establishment of a Chinese Consulate here on the ground that the power which a Consul would gain over the local Chinese population would constitute a veritable imperium in imperio and subject the native community to an intolerable system of official capriciousness and to the insatiable rapacity of a corrupt mandarinate. Time has done little to weaken these objections and it would be the height of folly to give any countenance whatever to the proposal which has now been revived.

Among the passengers who arrived from Australia by the s.s. *Alldanham* on Saturday was the Rt. Hon. Earl Stanhope.

A Chinese was fined \$50 at the Magistracy on Saturday for trespassing in the Army Ordnance Department.

A corrected copy of the register of medical and surgical practitioners qualified to practise in the Colony is published in the current *Gazette*.

A writer in a Haiphong contemporary says the Sanitary Board of Hongkong would be an admirable institution if it were less pestering (tracassiere). The writer describes the measures it has taken to combat the plague as excellent.

An extract of meteorological observations made at the Hongkong Observatory during the month of April shows that the average maximum temperature was 75.8 degrees, the minimum being 67.4 degrees. The rainfall for the month totalled 2.455 inches, and we had 155.4 hours of sunshine.

The *Gazette* publishes a financial statement by the Colonial Treasurer for the month of February 1909. It shows that the Colony's balance of assets and liabilities on January 31st of the same year was \$26,227.85, and that the revenue from 1st to 28th February was \$455,598.70 making a total credit of \$661,826.55. Against this there was an expenditure for the month of February of \$348,758.23, leaving a credit balance of \$313,068.32. The total liabilities of the Colony on February 28th also amounted to \$370,718.33, while the assets at the same date totalled \$683,786.58. The balance of assets (General Account) now stands at \$1,405,974.50.

The woman who was accused of having kidnapped three children from Shanghai was at the Magistracy on Saturday sentenced to six months' imprisonment.

The Superintendent of the Berlin Foundling House, West Point, acknowledges with thanks the receipt of \$4225 from the Kowloon Dock A.D.C. being part of the proceeds of the production of "The Silver King."

His Excellency the Governor has been pleased to appoint Dr. J. Bell to act as Principal Civil Medical Officer during the absence on leave of the Hon. Dr. J. M. Atkinson, or until further notice. He has also been pleased to appoint, provisionally and subject to His Majesty's pleasure, the Hon. Mr. A. W. Brawn to be a member of the Executive Council.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th April, 1909, as certified by the managers of the respective banks, are as under:-

Banks	Average Amount	Specie in Reserve
Chartered Bank of India, Australia and China	\$3,565,615	\$2,700,000
Hongkong and Shanghai Banking Corporation	12,814,940	13,000,000
National Bank of China, Limited	\$2,577	NIL
Total	\$16,433,132	\$15,700,000

Under the caption "La Traite des Jaunes," a Haiphong contemporary comments on the "traffic in human flesh" destined for the flower boats of Canton which goes on from that district. Severe repressive measures at Haiphong have merely caused a diversion of the trade. "The Kias of Heaven" are unwilling to give up a commerce so remunerative though presenting enormous danger. Haiphong is the place where the kidnappers—Annamite and Chinese women—still operate, and it is only the port of embarkation that has been changed to Hongay. They do not employ any brutal force, but they gain their ends by persuasion with the assistance of a drug in the drink they induce the girls to take, making them foolish and irresponsible for their actions.

Atto-morrow's meeting of the Sanitary Board, replies will be read from the Government relative to the reports on the water supplied from Government mains by the Government Bacteriologist; and relative to the division of the health districts of the city. The Head of the Department will submit a minute relative to the slaughter of animals outside Victoria, and Colonel Bedford, pursuant to notice will move that "In view of the prevalence of malarial diseases amongst His Majesty's troops quartered at Lyemun, and to the fact that this disease is due to conditions obtaining outside War Department property, that a Committee be appointed to enquire into, and report upon, the steps necessary to remove or minimize the conditions favouring malaria in the adjacent village of Shan-kwan and its environs."

It was with much regret, says the *Foohow Echo*, that Foochowers bade their departing Commissioner of Customs, Mr. J. F. O'Brien, farewell, for during his one year's administration he has won the hearts of the Foreigners and Chinese alike. A broad-minded, kind-hearted, genial man, his presence was welcome wherever he went, and his interest in the junior members of the Customs, made them his constant companions. Those transferred to Canton with him consider themselves exceedingly fortunate to continue under his management. In the morning the Viceroy and Chief Officials assembled at the Commissioner's residence to bid him farewell and welcome his successor, and in the evening his many friends saw him off at the Jetty, the Chinese honoring him with the usual cracker accompaniment. Sincere wishes, expressed with as sincere regrets at leaving him, follow Mr. O'Brien to Canton.

KULANGSU (AMOI) MUNICIPAL COUNCIL

Minutes of a meeting of the Council held at the Board Room, on the 20th April 1909.

President: Messrs. W. H. Wallace (Chairman), J. S. Fenwick, W. Kruse, J. Menzies, S. Okuyama, the Health Officer and the Secretary.

The Sub-Committee is instructed to arrange for a further meeting with the Mixed Court Magistrate so as to come to a final decision in the matter of licensing chairs and chair hongs.

An application from the committee of the Temple for permission to hold the annual religious festivals and procession was considered, and granted on the usual terms.

The Supt. of Police reported that the following cases had been dealt with at the Mixed Court since the meeting:—Summonses.—Contempt of Court 1; Breach of Municipal Regulations (disorderly house) 1; Summary Arrests.—Being found on enclosed premises 1; housebreaking 1; theft 4; There was no sitting of the Court from the 6th to the 15th April.

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Rubi* left Manila on the 8th inst., and is due here to-day at 6 p.m.

The P. & O. str. *Orizaba* left Singapore for this port on the 7th instant at 5.30 p.m., with the outward English Mail, and is due here on the 12th instant at about 6 a.m.

The I.G.M. str. *Prinz Waldemar* left Sydney on Thursday, the 6th instant at 4 p.m., and may be expected here on or about Friday, the 28th inst.

The I.G.M. str. *P. E. Friedrich* which left here on the 6th instant at 6 a.m., arrived at Shanghai on the 8th instant at 4 p.m.

The N.Y.K. str. *Tokusaki Maru* (Bombay Line) left Bombay for this port via Singapore on the 7th instant, and is expected here on the 25th instant.

TELEGRAMS.

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[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

RUSSIAN TROOPS IN PERSIA.

LONDON, May 8th.

Reuter's correspondent at Teheran telegraphs that a hundred Cossacks with two Maxims have been dispatched to guard the bridge at Kheraj, thirty miles westward of Teheran, with a view to warding off a threatened advance upon the Russian Legation by the revolutionaries under Dargid Sipahdar, the supposed head of the Nationalists.

Unless the revolutionaries are recalled Russia may be compelled to act.

SIR ROBERT HART.

LONDON, May 8th.

Sir Robert Hart, Inspector General of Customs, has been invited by the Chinese Government to return to China.

Sir Robert has not yet decided whether he will do so.

BRITISH TRADE.

LONDON, May 8th.

The value of the imports for April is returned as £49,193,978, showing an increase of £2,099,267; the exports were valued at £28,958,458, which shows a decrease of £1,746,880.

GERMAN SOCIALISTS UNSEATED.

LONDON, May 8th.

The Committee of the Prussian Diet has invalidated on technical grounds the elections of four out of the six Socialists returned for Berlin on June 6th, 1908.

These were the first Socialists ever returned to the Diet, owing to an antiquated suffrage.

A HONGKONG APPEAL CASE DISMISSED.

LONDON, May 8th.

The Judicial Committee of the Privy Council has refused a new trial in the Lai Hing case from Hongkong. Costs were refused to either side.

[This was a case in which the Official Receiver sought to establish that Wong Ka Chun was a partner in the Lai Hing firm. The case was argued for several days before Sir Francis Pigott, Chief Justice, Mr. Justice Wise, Puisne Judge, and a special jury, with the result that it was decided that Wong Ka Chun was not a partner. Against this decision the Official Receiver as trustee in bankruptcy of the Lai Hing Bank, appealed by leave of the Full Court to the Privy Council, who as stated in the telegram have dismissed the appeal without costs. Mr. Younger, K.C., Mr. E. H. Sharp, K.C., of the Hongkong Bar, and Mr. A. Romer K.C., of the Hongkong Bar, were instructed by Messrs. Langlois and Co., 11, Leadenhall Street, E.C., instructed by Messrs. Brutton and Hott of Hongkong, appeared for the Official Receiver, and Mr. F. Gore Browne, K.C., and Mr. A. F. Wootton, instructed by Messrs. Robins, Hay, Waters and Hay, 9, Lincoln's Inn Fields, W.C., represented the respondent, instructed by Mr. R. A. Harding of Hongkong.]

ANOTHER JAPANESE MUNICIPAL LOAN.

LONDON, May 8th.

A loan of £70,000 for the City of agoya, Japan, has been issued at 95.

DOVER-CALAIS TRAIN FERRY SCHEME.

LONDON, May 9th.

Mr. Winston Churchill, in reply to a deputation, promised to do all in his power to advance the Dover to Calais train ferry scheme. He suggested that a conference should be held for the purpose.

KING EDWARD.

LONDON, May 9th.

King Edward has arrived at Dover.

LOCAL SPORT.

HONGKONG CORINTHIAN YACHT CLUB.

MOTOR BOAT RACE.

Although the yachting season is closed, and the dog days, so far as sport is concerned, have arrived, the name of the Corinthian Yacht Club is not to be allowed to sink into oblivion. The spirit of sport which pervades most of the members has caused them to promote motor boat, and model yacht races, and these will be run at intervals during the off season. One of these motor boat races took place yesterday for two prizes presented by Mr. C. A. G. Roberts, and a third which came out of the entrance fees. The course was round the island, and six motor boats started on their handicap times. The boats entered, and the times of starting, were as under:-

	H. M. S.
Lark, sailed by J. W. Kow	10 — —
Maudie, sailed by A. Ramsay	10 36 36
Vital Spark, sailed by A. Byrnes	10 41 52
Jean, sailed by Dr. Pearce	10 55 01
Tarvas, sailed by G. K. Haxton	10 58 55
Veronica, sailed by C. A. G. Roberts	11 33 16

All the boats got smartly away. *Vital Spark* crossing the line in too much of a hurry and having to recross. Through the Lyemoun Channel a north-easterly wind was encountered. Thence on to Cape Collinson an easterly breeze. Very heavy swells prevailed as far as Hinshamun, the helmsmen being kept particularly busy. After passing Bluff Head the wind freshened from the north-east, but there was only a slight sea. At Ma Kong Island the boats got into calm weather, and here the *Tarvas* put in to get a supply of kerosene, that which she carried proving unsuitable for racing. Through the Sulphur Channel there were strong head currents, but the race to the Club was with a slack tide, the times of finishing being as follows:-

	H. M. S.
Lark	3 19 23
Maudie	2 39 30
Vital Spark	2 43 15
Jean	2 43 47
Veronica	3 2 00
Tarvas did not finish.	

The race was thus won by *Maudie*, with *Vital Spark*, (which is owned by Mr. Tompkinson) second, *Jean* third. It may be here mentioned that a number of the old "sports" of the Club, including the treasurer, followed the boats round the island to witness the race, and to render assistance if necessary.

At the Club House later, Mr. Roberts presented the winners with their prizes, congratulated them on the result of the race, and on their sportsmanlike qualities which did so much in promoting the prosperity of the Corinthian Yacht Club.

The other starters receive souvenirs in commemoration of the race. Mr. A. McKirdy stated that the committee of the Club were deeply indebted to Mr. Roberts for the support he had given to the motor boat section. He had spent a great deal of time promoting interest in this section, and no trouble had been too great for him in his praiseworthy efforts. He had given great stimulus to this class of sport, and his labours promised to bear fruit in the near future. It was hoped that there would be many additions to the motor boat fleet next year.

CONTEMPLATED IMPROVEMENTS AT HAIPHONG.

We observe that after protracted negotiations the governing authorities of the Colony have authorised the Chamber of Commerce at Haiphong to raise a loan of 1,500,000 francs for the improvement of the facilities of the port, on the security of a *taxe de piage* (toll money). A Haiphong contemporary adds that it is necessary to repeat that the new taxes will not increase the charges on the ships frequenting the harbour or the merchandise imported and exported. A new and better assessment of those charges will permit the execution of the contemplated improvements.

It is pointed out that this decision to improve the facilities of the port synchronises with the completion of the Yunnan railway as far as Mongtze, and that this will lead to a considerable increase of traffic at Haiphong which, apart from this, has been growing every year as a result of the economic development of the Colony.

THE SHORTAGE OF WHEAT.

NO WEETING IN INDIA.

The *Times* of India of the 17th ult. says:— "There will not be much weeping in India at the prospect of a shortage in the world's wheat supply. Every one is looking forward to the Indian wheat harvest to strengthen a position affected by the general weakness of the export season. The prospects are good. The accounts from the wheat-growing districts of the North vary but on the whole they point to a good crop and a substantial surplus for export. Prices are high, and if present expectations are realised there ought to be a good and a lucrative demand. From the point of view of the Indian grower and shipper prices cannot go too high, and the country has suffered so many commercial disappointments that the consuming world can well spare us a little extra for our wheat export. It is difficult to exaggerate the influence of a good wheat export at high prices on the economic position in India. Already there are signs of improvement in the doleful picture Sir Fleetwood Wilson painted on budget day. The Secretary of State recently sold fifth lakhs of Council Bills last week and is offering eighty this week. The railways have turned the corner, and are now showing substantially increased earnings. There are also signs that the congestion in the mill industry and the piece goods market will adjust itself more readily than seemed probable. If to these favourable conditions we can add a high priced export of wheat, the results will be incalculable. Exchange and the railway position will be securely buttressed, and a demand for piece goods will be set up which will act as a tonic on our drooping godown and sickly looms."

A STORY OF THE SEA.

At the Magistracy on Saturday before Mr. F. A. Hazelard Leslie Simmons, second engineer of the s.s. "Glentworth," proceeded against a Japanese fireman whom he accused of having caused him bodily injury while at sea.

Prosecutor stated that the assault took place while the ship was between London and Port Said on March 30th. Witness was in the stokehold, and defendant was assisting to turn out the ashes, but as the steam was going down witness told him to leave the ashes alone and look after the fires. The man was bending down in front of witness at the time and witness tapped him on the elbow when he told him to look to the fires. Thereupon defendant turned round and struck witness in the face with the shovel, inflicting a wound under the lower lip. Witness immediately dropped unconscious, and knew no more until he was picked up by one of the firemen. When he got on his feet he asked what had happened, and one of the men said something had fallen on him from overhead and knocked him down. Witness then went to the engine room and later in company with the Chief Engineer, he again went down to the stokehold. There were only three firemen there then, the other having disappeared. These three men told the same story as to something falling from overhead. Witness then received medical treatment, being laid up for a week. Asked if he saw defendant strike him with the shovel witness said, "I saw him coming round with the shovel in his hand, your Worship; I know no more after that." Witness did not tell the Chief Engineer that defendant struck him. When witness showed the Chief Engineer his face the latter asked how it happened, and witness replied that he did not know, but something had struck him. A story first got about that the grower was the cause of the assault, and it was only about ten days ago that witness said anything to the Chief Engineer about defendant coming at him with a shovel.

His Worship—Seems extraordinary, doesn't it, that you should wait nearly a month? Yes, but there were so many rumours going about another man.

Looks rather as if you didn't know, doesn't it?—It was so sudden, your Worship, that I would not swear to it. I only saw the man turning round. After that I knew nothing.

When this other story got out about the grower I kept quiet and said nothing about it.

Defendant denied that he was in any way connected with the injury. He swore that he never lifted the shovel to complainant.

Defendant was discharged, his Worship saying he could not convict on an accusation made a month after the injury.

BANDMANN DRAMATIC COMPANY.

An enthusiastic audience assembled at the Theatre Royal on Saturday night to witness the Bandmann Dramatic Co. in that romantic and emotional drama "Conn, the Shaughrum," in which, perhaps, they scored the greatest success of their Hongkong season. The plentiful supply of humour which is interspersed with the drama in this piece makes it specially attractive when in the hands of a capable company, and the hearty laughter and loud and continued applause on Saturday night left no doubt as to the capabilities of the members of this Company, and the success they scored. Mr. Henry Dallas, as Conn the Shaughrum, was a host in himself, his interpretation of the character of the near-dowell but faithful Conn, his excellent Irish brogue, and his skill in making the most of his many opportunities, being highly appreciated by the audience, who cheered him again and again. Miss Minnie Rayner as Mrs. O'Kelly, Conn's mother, proved a typical Irish matron, and great was the laughter, and greater the applause which she evoked during the evening. Miss Lillian Lloyd as the vivacious Moya, niece of Father Dolan, was highly entertaining, while the impersonation of the Parish Priest was in the capable hands of Mr. Sidney T. Pease. As an English officer Captain Molineux (Mr. Edward Granby) was irresistible, at one time sending the spectators off into fits of laughter, and then removing the smile from every face with his gravity. The thick-skinned character of the villain, Corry Kingleher, was admirably portrayed by Mr. Alec Alves. Mr. W. R. Riley successfully filled the role of Robert Follitt, a young Irish gentleman under sentence as a Fenian, while the parts of his sister and his fiancée were excellently taken by Miss Florence Dalton and Miss Edna Earle respectively. The other characters in the play were in capable hands, all of whom made the most of their opportunities. The piece was well dressed and mounted, and as before stated, was probably the most successful of this talented Company's staged in Hongkong. To-night the Company appear in the well-known drama "East Lynne."

THE HIPPODROME CIRCUS.

Notwithstanding the threatening weather, there was a large attendance in the Circus tent at Causeway Bay on Saturday night to witness the second change of programme. The Myre troupe appeared in new acrobatic feats as clever and daring as those which have previously called forth the admiration of large crowds of spectators. Miss Amelia does a clever balancing act on the Globe Balance, or rolling ball, while the apparatus which grooves Miss Belle, for her performance on the single trapeze is well merited. In addition to the famous performance of Professor Urban's lions, Mr. Jones now introduces a Bengal tiger, and among other performances, sends her leaping through a fiery hoop. Altogether, the new bill provided is as entertaining as the old one, and should draw good attendances to Causeway Bay during this week.

The main attraction to-night will be a riding competition for which the management offer prizes of \$50 and 1, for the two most successful local equestrians.

RANDOM REFLECTIONS.

Local sport is not so conspicuous in the columns of the newspapers these days. Tennis is practically the only game that attracts any attention at present, with the exception perhaps of lawn bowls. The new league will soon be getting to business, and if it does as much to improve tennis as the football league did for that game, the promoters will have every reason to feel satisfied. I understand the Kowloon Cricket Club has received the promise of a trophy to be offered for an open championship competition. That is decidedly good but when are the ladies to be catered for? They are quite a number of first-rate lady players in the colony and it would certainly be interesting to note their prowess with the racket.

Speaking of leagues, reminds me of a suggestion that a similar competition might be got up among the local bowling clubs. Kowloon Bowling Club is the oldest organisation, and since it was formed some eight or nine years ago a number of clubs have sprung into existence. The Civil Service players were the next to take up the game, then the Police followed suit, and shortly afterwards the green at Cosmopolitan Dock was opened. Since then the Tai Koo Club has been formed, and other sporting associations have shown an interest in the game. With four or five bowling associations in the colony, it would not be difficult to form a league which would give a great impetus to the game. Perhaps the Kowloon Club as the oldest might take the lead in calling a meeting, or the Police, as being perhaps the most enthusiastic, might do so. The matter should not be allowed to drop.

What a time the ladies had on Wednesday at the garden fête! Not for a long time have they had such an opportunity of playing at work and, incidentally, showing themselves to advantage. I think the dear things are most fascinating when dispensing tea and showering little attentions on the men folk, and I am sure the ladies themselves are not devoid of that knowledge. One could not help noticing that the married ladies simply carried all before them, metaphorically speaking at the fête. They know how to tackle the gentlemen, and while the single ladies stood by, overcome by maidenly modesty and wondering what to do, the married ladies had rushed in and done it.

I heard it said that on this occasion some more men who sat down to tea found the force of habit too strong for them, as they yelled out "boy" when they wanted more. Of course explanations followed.

"Where the ladies are, there the men will be also," is not a bad description of the principal attraction at most bazaars. I say principal attraction deliberately, because whether we are married or not, most of us I think can say with Robert Burns:

"The happiest oars that see I spent
Were spent among the lassies, oh!"

Humour sits in high places nowadays. Here's the Chief Justice joking in court when admitting a barrister to practise and expressing the hope that there would be "no moaning at the bar." No doubt some decisions are bound to give pain to the gentlemen interested, but whether they will express themselves by "moaning at the bar" is not for me to say. Probably his Lordship knows there is another bar where the moaning is less frequent, and where the argument is usually of a more interesting nature. At that bar crystal, not golden, bridges are used.

Competition flourishes in Hongkong. "A fair field and no favour" is our motto, to which we add "let the best man win." These thoughts are suggested by a nice little local war. It is not the ice war, though this one is suggestive of cold, but it is a struggle over the sale of fans. It will be remembered that during the Ward Company's occupancy of the City Hall fans were sold to patrons at ten cents each. Then a keen-eyed rival came on the scene with fans at five cents each. He held undisputed sway for some little time until he saw at the theatre the other night boys selling fans other than his, and his ire was roused. The rival competitors were swept out of the theatre and the autocrat leaped back in his seat well pleased with the result of his great enterprise. But his triumph was short lived. The following night his boys were shadowed by other boys giving fans gratis, and as this was continued it was not surprising that the sale for fans dropped to an infinitesimal degree and the growing monopoly met the fate of wheat corners in America. One might reflect on this incident, but to reflect would be to reflect, so I won't.

My Sunday reading covered two appropriate subjects. One was a strong plea to the clergy by the Bishop of Liverpool for the natural use of the voice in public worship. He described Erasmus as the spokesman of a large number of devout Church people when he said that he was tired of the droning of ecclesiastical services. For the moment I felt myself in hearty agreement with Erasmus and the Bishop of Liverpool on the subject. A moment later I happened to be glancing at a dissertation on physical culture, wherein it was stated that "there is no more healthful occupation than 'raving'." I reflected that nowhere more than in the churches do we see people indulging in this "healthy occupation" and dark doubts arose in my mind as to whether it was wise, in the interest of the human race, to banish the droning parson from the pulpit. The printer's devil will not grant me time enough to decide this interesting question, so I must pass it on to my readers.

R. B. R. R. R.

CURRENCY IN CHINA.

MEMORANDUM BY SIR CHARLES DUDGEON.

In December last the following Memorandum, prepared by Sir Charles Dudgeon, Chairman of the London Committee of the China Association, was submitted to H.M. Secretary of State for Foreign Affairs:

Had Lord Palmerston interested himself in the question of Chinese currency, he might have propounded an even better memorandum than that of "What is a Pound?" and scored the House of Commons (and everyone else) with the question of "What is a Tael?"

In a report upon the "Revenue and Expenditure of the Chinese Empire," prepared by Mr. George Jamieson, late Consul-General at Shanghai, he states that he was explicitly informed by a Chinese Official that (for revenue purposes anyway) "a tael was not a tael in the ordinary sense of the word, but was such a sum as would enable the local authorities to lay down a tael of the standard weight and purity of Peking, and, consequently, included the cost of postage, loss on melting, freight, and costs of transmission, and general office expenses."

And for currency purposes, the information given to Mr. Jamieson is pretty nearly correct also, for there are very few people in this world who can say what sort of a tael any given tael really is—what is its weight, its fineness, its value, and what its exchange value.

A currency tael may perhaps be defined as a varying weight of silver of varying fineness, the variations of both weight and fineness being governed by local conditions and custom, as well as by the nature of the transactions in which it is employed; for the tael weight current for the purpose of buying (say) a bale of cotton goods, may be, and indeed often is, quite different to that required for buying a piece of salt. A good illustration of this is given by Mr. Morse in his recent work, "The Trade and Administration of the Chinese Empire," in which he instances the conditions obtaining at Chungking, in Szechuan, where the tael in use are of three different degrees of fineness, with about a score of different weights, and that there are "at least" three different currencies possible in this town alone!

The chaos of the tael is not, however, the least part of the currency confusion, for there are current in China "nineteen different kinds of dollars of different exchange values, as well as newly-issued tael, Chinese rupees, and an infinite variety of copper coins and brass issues, though not accepted, at the face value by the Government issuing it" (Peking telegram to the "Times," 12th September, 1935). The chaos of currency conditions are well summed up by Mr. Morse, in his work referred to above:

"In China the currency is at the top a weight pure and simple, in the middle a combination of weight and token currency, and at the bottom a coin which stands on its own feet, and neither receives support from, nor absolutely gives it to, any other unit in the series. At the top is the tael (call it the ounce, and it will be better realised), in which payments are made in precisely the same way that delivery is taken of a lot of dollars, and of which the specimens from the Chinese mints are inscribed, not generally dollar or 'Yuen,' but merely 72 hundredths of a tael; though so inscribed, dollars of silver are nowhere used in terms of tael of silver, but are quoted at rates which vary from day to day according to the demand and supply, fluctuating within a range of six to more per cent. Then come subsidiary coins, fractional in value, such as the dollar, and next year for only 95 for 100 cents, and next year for only 95 for 100 cents. Next comes the copper cent, inscribed at the mints of some Provinces as worth 'one hundredth of a dollar,' and of others as worth 'ten cash,' but never treated as correlated to the dollar; whether considered in its relation to the dollar or to the cash, it is a token coin worth intrinsically less than half its nominal value of the people. Here we have a series of non-related currencies, each unit of which is a state of unstable equilibrium, fixed neither in itself nor in relation to other units."

A most serious question of the moment is that of the new copper coinage, for it has to be borne in mind that copper is the coin of the poor, and that consequently any juggling with the copper coinage strikes at the very foundations of the trade of the Empire.

The last three or four years have witnessed a most far-reaching reformation in the copper coinage of China, through the opening of provincial mints over the length and breadth of the Empire, the main industry of which has been the casting of the ten cash copper pieces above referred to. What the actual amount of such issue has been it is impossible to say with any degree of accuracy, but an estimate, believed to be conservative, which has been proposed by Sir Alexander Hosie for the years 1905-06, puts the issue at the enormous amount of 9,000,000,000 coins. The issue of this new coin of ten cash on an honest basis, was welcomed as a move in the right direction to gradually supplant the old cumbersome copper cash, and in the beginning the coins were honest, the dies being mainly imported from Europe of a purity of 95 parts copper, 4 parts zinc and 1 part tin—the same, in fact, as the British penny.

It was not long, however, before the incapacity of the officials was aroused, very incalculably by the heavy cash demands upon them by the "Boxer" provinces for the services, however, speedily indemnity; in any case, however, the die began to be used of lower and still lower standard, until the intrinsic value of the coin was depreciated to less than half of its face value. The profits to the provincial mints were immense—hence no doubt the enormous proportions which the issue assumed—but far more enormous has been the loss to the people, for not only have they had to bear the loss of the depreciation on the new coins, but all previous issues are affected, they are to be faced as well. To show what this depreciation means, it needs to be stated that whereas in 1905-06 (when the minting of 10 cash pieces commenced) the cash exchange of the Shanghai tael was between 1,100 and 1,120; to-day it is 1,680, while a recent mail from China advises that in Hankow the cash exchange of the Hankow tael (Sh. Fl. 1.02) has risen 1,385.

Seeing that these ten cash pieces are now circulating at about their actual value, the profit on minting at about their actual value, the deluge of spurious coins has been checked. In these circumstances a new expedient has been hit upon for "raising the wind" in the form of the issue of native bank tael and dollar notes, in a few instances issued by recognised banks of the local governments, but in others by merely private institutions; these issues are authorised by the Imperial Government, and they are neither limited, nor have they any proper cash reserves behind them. Appended to this Memorandum is a statement received from Shanghai regarding this note issue; the statement lays no claim to be complete or authori-

tative, "it has been compiled from the most reliable native sources available, and there is every reason to believe that the ramifications of the note issues are even more wide-spread than they are represented to be therein."

Shanghai further states that "in addition to the large circulation of notes representing tael and dollars, there have been issued within the last two years an immense number of notes representing copper cash; we have been unable to get any details as to the amounts issued by the individual banks, but the estimates made of the circulation in the various provinces are said to be on a conservative basis. Not only have between nine and ten thousand millions, but about fifty-six million taels worth of copper cash pieces been struck during the same period, notes have been issued during the same period, which at 1,680 cash to the tael would represent over another ten thousand millions of ten cash pieces. The estimates are given as follows:

Year of Issue.	Province.	Amount.
1907	Manchuria	Tls. 30,000,000
1907	Hupoh	Tls. 10,000,000
1908	Shantung	Tls. 7,000,000
1908	Canton	Tls. 8,000,000
1908	Hunan	Tls. 4,000,000

Shanghai's comment is as follows:—"It seems almost incredible that a country with a sound financial reputation such as China has enjoyed in the past, should permit reckless dealing of this nature with the currency of the country, more especially with the money of the millions, the standard in which wages and all small retail transactions are settled, but so it is; if stringent measures are not taken to control these issues, China will eventually be faced to face with all evils attendant upon a large portion of her currency being composed of inconceivable paper."

The recommendation of remedies, in presence of the confusion now prevailing in financial questions, is a matter of extreme difficulty; some hope for the situation may, however, perhaps be found in the belief expressed by Shanghai that "Chinese bankers and officials are becoming more and more amenable to foreign advice, owing to the stringency of the native money market." Such suggestions:

(1) The issue of an Imperial Edict, prohibiting any further issue of bank notes, until regulations further issued by the Imperial Government have been published.

(2) Severe penalties to be imposed for disobedience, which should be made a criminal offence.

(3) Regulations based on the experience of foreign banks should be drawn up forthwith.

(4) Issues now in circulation, which do not conform to the regulations should be withdrawn within a specified period.

(5) The Imperial Government should appoint a Board of Currency, (The engagement of the services of at least one foreign expert adviser would be of great advantage to China.)

(6) The appointment, under the Board of Currency, of an Imperial Master of the Mint, who should have control of all the mints in the Empire. (The interest and co-operation of Chinese banks which have maintained the standard of assay in the past, might be enlisted in the management of the mint.)

(7) Pending the further issue of subsidiary silver coins and copper cash to be suspended, until they circulate at par; the par rate for copper cash to be definitely fixed.

The Imperial Decree issued on the 5th October last, ordaining the introduction of a uniform silver currency throughout the Chinese Empire is a welcome (though tardy) recognition by China of her obligation to "provide for a uniform national coinage" in terms of Article II. of the Shanghai Treaty of 1902; had China paid earlier attention to this Treaty obligation it is probable that the currency chaos might have been obviated. It is extremely to be hoped that the Decree will not be allowed to remain a dead letter, but that it is an admission of the necessity for immediate action, and expresses a real earnestness of intention to rectify the almost hopeless confusion into which currency matters of China have been allowed to drift.

The provisions of the Edict will, no doubt, meet with general approval, but it is to be remarked that no indication is given whether the new coins are to be issued solely from mints under the control of the Board of Finance.

A very necessary proviso—nor is any mention made of a fixed ratio between the new coinage and the copper currency—another matter of first importance. It is understood that both points have attracted the attention of His Majesty's Minister at Peking.

The arguments in the Memorial which accompanies the Edict, favouring the adoption of the K up to the dollar, do not appear to be very convincing; the opinion in the provinces is admittedly divided, and it is difficult to understand such places in favour of the tael, as that from the point of view of China's national dignity she ought to try to stand alone, that she cannot afford to throw away her sovereignty.

There is much force in the argument that the higher standard unit will tend to increase the cost of living; as Shanghai points out, the effect will be more plainly felt in expatriate communities involving small sums such as 10 cents, translating these sums into taels and 8 cents, it will not be convenient to use that as stated in the Memorial, the bulk of the people in their daily life mostly rely upon the copper currency.

A change is that the exchange between the dollar point in favour of the adoption of a dollar and the cash might be conveniently fixed at the old normal rate of 1 to 1,000, whereas the cash exchange of the K up to the Tael (at the same rate) works out at the inconvenient figure of about 1,482.

COOKING BY WIND.

POSSIBILITIES OF A NOVEL DEVICE.

At an electrical factory at Willesden Green (Messrs. J. G. Childs and Co., Ltd.), a dandy luncheon was to be seen recently "cooked" in an electric stove whose only fuel was the wind. Two chickens were roasted by a wind turbine, a special form of windmill, which automatically always faces the wind by an ingenious system of plane directors. The wind wheel, in being blown round, drives a dynamo which generates electricity and charges a set of electrical accumulators. From these the electric current is obtained for lighting and heating. When the wind blows strongly and the dynamo tends to generate too much current, an automatic device is operated which checks the generating power so that there is no fear of too rapid charging of the accumulators.

LONELY ISLAND.

BRITISH IN PACIFIC WHO WILL BE GLADDENED BY VISIT.

Just now, on a tiny island in the far away Pacific Ocean, a little community anxiously watches day by day the eastern horizon, and the first man to announce the appearance on the ocean's distant threshold of a small little cruiser will be for days the proudest man in Pitcairn. For the members of this island community, says a correspondent in a home paper, know that that cruiser will bring their mail, which arrives once in a year or two. The island is one of the track of the ships of the civilised world, the rim of the horizon is ever clear save, perhaps, when some drunken windjammer wanders from the sea, and appears like a ghost in the evening half-light, passing by to the bustling coasts of the other side of the world, or when there creeps up this cruiser sent by the British Government to visit the flag and to see that all is well with the exiles in this lone corner of the sea wilderness, the world forgetting, by the world forgot.

STRANGE TALES.

They are hoping that the British Postmaster will call them to mind soon, and they are not disappointed; for it is announced that H.M.S. Flora will shortly proceed to Pitcairn Island from Coquimbo, Chile, and that letters and printed matter for the island leave England this month.

Even in this country, where we receive letters as often as we feed, there is still a joyous sensation in finding a letter awaiting us, if it be of the right sort. What then must be the delight of the Pitcairners when the mail arrives?

It was my good fortune to go aboard H.M.S. Flora when she returned to the China station after her last visit to the remote waters of the Southern Pacific. As no place during their 26,000 mile cruise was more warmly and gratefully welcomed than at Pitcairn Island. They brought back to our humdrum world strange tales of its lonely people.

The officers told me of white men they had met who had no idea whether the Tories or the Liberals were controlling the Empire's destinies from Westminster; who were in fact, not aware that Russia and Japan were at war, and who had to have explained to them that E. R. on the milligram meant that the great Queen Victoria was really no more.

The officers of the Flora found their hosts wondrous content with their lot. Not once did they hear a desire to quit the shores of the island for the life of the great world beyond. In their own simple way the Pitcairners were prospering; they had none of the warped and frozen ambitions of crowded cities, no desire for wealth or position. Happy, happy people!

They had an oldest resident, a man of 87, who said he was a clergyman, and whom they called "Father." Other families carried on the traditions of the founders of the island in the names they bore—Young, Christian, McCoy. Inter-marriage with the Tahitians had, of course, modified, but not subjugated, the Western feature of the people.

They were living about as near the simple life as the most thorough-going Utopian could get. They existed comfortably on the products of soil, and in short, enjoyed all the pleasures of the free life of those who have no desire for the unworldly, and at the same time suffered none of the disadvantages; they enjoyed the consequences of their civilisation, and suffered none of its ills. Their measure of mortal happiness was indeed, greater than that of us of the bustling world. They had no newspapers to keep pace with; no spirit-rubbing telephones; no letters with bills every morning; no scramble to catch the train to the City; no problem of poverty or housing of the people; no income-tax; the supremacy of the few over the many; none, in fact, of the harsher features of the struggle of THE PLANET OUTPOSTS.

Their simplicity and quaintness were reflected in their laws. One must not kill a cat, for instance, because the island was pestered by rats. Saturday was the Sabbath, or taboo day. No work was then to be done; and the men of the Flora found that this, and all other laws, were carried out both in letter and spirit.

Most of the islands could not conjure up a mental picture of a railway train. Their ancestral home had been England long before Stephenson's Rocket snuffed its way between Liverpool and Manchester.

It should be added that the Flora, in her cruise, will doubtless call at several other edge-of-the-planet outposts of the Pacific. From Coquimbo she will drop first on one side, then on the other, of the Tropic of Capricorn, calling probably, as well as at Pitcairn, at low-lying islands in the Society Islands, Easter Island, Fiji, and, perchance, Samoa, beloved of R. L. S.

THE GROWTH OF NEW YORK.

Joseph Caccavajo, an engineer of prominence, devoted himself to the natural growth of population of the City of New York, in a table of computations published in the *Eagle* recently. At the very least, it is a most interesting speculation. It places the population of the City of New York at 4,810,000 in 1910, and at 19,250,000 in 1950. This population is divided among five boroughs in this way:

Manhattan	2,250,000	2,000,000
Brooklyn	1,700,000	7,000,000
Queens	480,000	4,000,000
Richmond	300,000	6,000,000
	80,000	250,000

This is not mere guesswork, but is based upon past growth and future prospects themselves based on the acreage of the various boroughs and the natural conditions and inevitable trend of population. It is a fact that since 1790, both Manhattan and Brooklyn have doubled their populations every twenty years. All other things being equal, which, in fact, means adequate ways of transportation, Mr. Caccavajo saw no reason why that rule should not apply to Brooklyn in the future as in the past. The total acreage of Brooklyn is 49,830, its available area for housing purposes is 40,000 acres. The population of Brooklyn per acre, according to the census of 1910, was 29. It is estimated that in 1910 it will be 42. At the same rate of growth as in the past, in 1950 the average population per acre available, which is arrived at by deducting park lands, cemeteries and swamp lands. Now 175 persons to an acre is far away from congestion.

There are spots in Manhattan where the average occupancy is 1000 to the acre. This is congestion. Such spots are called rookeries. They are tenement districts, and efforts by philanthropists and sociologists are made to distribute their population. But trade and commerce are really doing more of this work than any other agency. For their own needs they are encroaching on the territories and driving out tenants. And it is here that you touch the striking points of the table. In 1900 there was an average of 154 to an acre in Manhattan. It requires no guessing to place it

at 194 in 1910. And this is the limit. From such point, according to him, this will be gradually reduced until, in 1950, the average occupancy will be 167.—*Brooklyn Eagle*.

THE MYSTERY OF WINE.

A STUDY IN THE FINE ART OF WINE TASTING.

And much as Wine has played the Inferno, And robb'd me of my Robe of Honour—well, I often wonder what the Vintners buy One half so precious as the stuff they sell.

In the tasting-rooms of the large buyers of wine, just now the subject of highest interest is the champagne vintage of 1904, which is being submitted to the judgment of experts by the great houses of Champagne—a vintage likely to prove a very fine one. In character, the 1904 vintage naturally will follow the 1900 vintage, which followed that of 1898. In the intervening years, the products of the champagne districts were not high enough in quality to be classed as vintage wines—a phrase devoted only to the best.

For the past four years, until matters for shipment, these wines of the newest vintage have been carefully treated in the great chateaux of Epernay, Reims, and Rheims, whence the finest champagnes come and now the London dealers will compare the curves or rats of the great shipping houses. Champagne is more generally known by the name of the shipper—Cliqueot, Heidsieck, Moët, Mumm, Pommery, and so on—than by any special locality. It is a time of very great interest in the wine trade—also to wine-drinkers, who will begin drinking the 1904 wines, which have now attained a certain maturity, this summer.

Let us take advantage of an invitation from Messrs. Spiers and Pond to look in at their tasting-room and gain some idea of the fine art of judging wines. The faces of the assembled committee—five or six experts, including one of the first living authorities on wine—are becoming serious; and it is in an awe-inspiring silence that they apply sample after sample to the test of their senses of sight, smell, and taste. The air has a winy fragrance, and is fraught with mystery.

CHAMPAGNE. This morning twelve samples of the finest wines of twelve different shippers are to be judged. In the early hours the little room has been prepared for the mysteries now going forward by a staff of highly-trained clerks. Round three sides of the room run low counters fitted at the back with little cells, like pigeonholes, each large enough to contain a champagne bottle, and in front of each a group of cells there is a green curtain to hide the bottle from the taster's ken.

The taster's taste is supplied with slugs of different coloured papers, lettered to correspond with the cells and glasses; and on these slugs they record their verdict on the order of merit. Each tastes in silence, without communication with the others; and when he has made up his mind, hands in his slip of paper to the recording clerk.

When as many as twelve wines are tasted they are divided into two sections, and when the best wine of each section has been found, an elimination tasting takes place, only the best samples coming into the competition.

There is always some divergence of opinion among the experts, partly owing to an individual taste for a style rather than quality; but it is recognised that this system of tasting gives an extraordinarily clear indication of comparative merits. Tests on these lines are now going on in all the important tasting-rooms in London.

SWEET OR DRY.

A cuvée represents a blend of the products of many different vineyards, no one vineyard producing the most esteemed wines; and the quality of champagne depends on the skill of the house in blending. At a later stage the wine is liqueured to the taste of consumers in different countries, or it may be left in the dry, unsweetened condition that Englishmen love in sparkling wines. The Russians like their champagne sweeter than honey, while Germans, Frenchmen, and Italians all favour sweeter than their sparkling wines, though the fashion is now slightly changing in France.

Here, in England, champagne remains unquestionably the most popular wine. It is the wine of the fastidious. Other wines are drunk less than of old; indeed, the general wine consumption to-day is not more than half that of 1875, though there are ten million more of us to drink wine. French wines bought in a year in England are not more than pass the Paris total in a fortnight.

Sherry—one of the finest wines in the world—has suffered a great loss in favour, having never recovered from the attacks of the medical profession of about twenty-five years ago, though doctors are again beginning to recommend sherry.

The mystery of wine is among the greatest of the mysteries of life. Light, dry, old ports are coming into favour with gouty subjects—not the vintage ports, which may be a little difficult to digest, but wines matured in wood, of tawny complexion, not over-laden with alcohol—held by many to be the best and most innocent of stimulants.

GOOD OLD DAYS.

Cigarette-smoking had a great effect on the drinking of the fine after-dinner wines. Men nowadays leave the dinner-table with the ladies to smoke cigarettes, whereas of old they lingered lovingly over their glasses. Wine dealers are not alone in deploring that so much tea is drunk in these times, and go little wine and beer, but hold that a swing of the pendulum will come, and that a wine and a glass of beer will be the custom of twenty-five years ago when ladies meant chops and halfpints of beer or claret.

But Englishmen at present—though they could, if they would, buy really honest Bordeaux wine at 1s. a bottle—are not wine-drinkers. Frenchmen drink wine by the litre as a matter of everyday course; and if you order a three-francable-déjeune in Paris, they are pleased to give you a litre of wine which has cost them half a franc after paying duty.

Among the mysteries of wine is the curious fact that the finest tasters cannot define the qualities on which they base their judgments. They speak of a wine as "tawny," "fragrant to the palate," "of vintage character," or as having the "nose," "velvety to the tongue," "a fine farrow," and while the which goodness of wine depends on qualities thus described, they are so subtle that chemists and analysts cannot grasp them.

In a recent case, a celebrated analyst acknowledged before a bench of magistrates that analysts could not discover the origin of alcohol; and explained that to the analyst there was no difference between a twopenny cigar and a half-crown one, or between a leg of mutton and a leg of beef.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Cream, Charman's, Lait, Charman's and Special Skin Tonic and Poudre, Charman's will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents. 1453

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SUPERIOR VALUE

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ROBINSON PIANO CO. LTD.

[36]

EXCITEMENT ON THE "SULTAN."

This morning there was great excitement on board the British steamer "Sultan," now moored off Kanagawa, owing to a large serpent making its appearance from the hold of the vessel. The serpent, the local agents of which are Messrs. Butterfield and Swire, was recently sold to the Oaki Shipbuilding yard, Shinagawa, and a number of workmen are now engaged at work on the steamer, under the superintendence of the Shipbuilding yard. While the workmen were thus engaged, the serpent suddenly made its appearance, to the great surprise of all on board. The men attempted to capture or kill the reptile, but were prevented from doing so by order of the Captain. In the meantime the serpent escaped to the hold. It is reported that some time ago three small snakes were set free for the purpose of capturing rats on the steamer. *Japan Gazette* April 22nd.

MODERN HOTELS AND THEIR MARVELS.

The hotel buildings which are being put up mark the culmination of a business to which the best of American ingenuity and desire for luxury have been concentrated. Time was when the hotel that cost half a million dollars was considered palatial. Now no hotel in the larger cities is considered first-class unless it costs at least \$1,000,000, and many of the new hostels cost three, four and five millions, including their site of ground level.

The modern hotel is a house of marvels. The casual guest who spends a simple dinner for a few friends does not realize perhaps the cost and ingenuity of the mechanical device summoned to his service. Not only is his room lighted and ventilated by electricity, but his carriage is signalled, the potatoes for his breakfast are peeled and his bread is kneaded by the same force.

One of the latest hotel devices is a telegraph, by which orders written in one department are automatically transmitted to paper by a moving pencil in a totally different part of the building. Another electrical device is a delicate apparatus installed in every room of a New York hotel, which sends in an alarm of fire whenever the temperature around it is abnormally high.

THE TEAK WOOD TRADE.

The teak wood of India and Burma is not what it is used to be. During the past few years it has declined in value from £64,700 to £54,790; and while there was a time not so long ago when India could supply herself with all the teak wood she required, Bombay alone now imports about 14 per cent of the teak supplies produced in Siam. This position of affairs, however, is not necessarily a retrogression because it is accounted for in a large measure by the sedulous conservation of teak forests of India and Burma in the interests of posterity. At all events, there is not now that wholesale slaughter of teak which in earlier days before the Forest Department came to the rescue. But, on the other hand, while our exports of teak continue to decline, those of Siam continue to rise, till at the present moment Bangkok prides itself on being able to export half as much again as India and Burma combined. This is largely due to the fact that there are still left many virgin teak forests in Siam, which is also blessed with a splendid system of rivers by which the logs can be cheaply floated down to shipping ports. Furthermore, the teak industry is comparatively a new one in Siam. In this connection we observe that an attempt is being made in a colonial paper to dispute the claim of being able to supply the finest teak wood that the world produces. The author of this crusade (Mr. Postin) is said to have formerly held an official position in Siam and he contends that the teak trees of both Burma and Siam are identical (Tectonagrandis) come from contiguous regions and are grown in similar ground. May be; but Burma has got the finest teak, and she is world of producing the finest teak, and she is likely to keep it in spite of anything that can be said to the contrary. The goodwill of an acceptance of the timber trade, as in other trades—over the patrif medicine trade—is worth a lot of money, and persists so long as the demand continues and the quality of the supplies is not below par, which in the case of Burma teak is never likely to happen.—*Pioneer*.

TO LET

TO LET.

FOUR and FIVE ROOMED HOUSES at Kowloon. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

OFFICES on the 1st Floor Hotel Mansions lately occupied by the Hongkong, Canton and Macao Steamboat Co., Ltd.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 24th March, 1909. [547]

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—
S. J. DAVID & Co.,
Princes Buildings,
Hongkong, 25th March, 1909. [518]

TO LET.

UNFURNISHED—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.

Apply to—
Messrs. PERCY SMITH & SETH,
No. 5, Queen's Road Central,
Hongkong, 23rd February, 1909. [213]

STORAGE.

FOR COAL, TIMBER, &c.
TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT. Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36 on PRAXA EAST. Approximate AREA 43,000 SQUARE FT. 99 YEARS' LEASE. For Particulars, apply—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [96]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAXA EAST.
Apply—
CHATER & MODY,
Victoria Buildings,
Hongkong, 1st February, 1909. [264]

TO LET.

WITH IMMEDIATE POSSESSION.
KOWLOON MARINE LOT 48, YAMATI, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LTD.
Hongkong, 18th January, 1908. [103]

TO LET—FURNISHED.

"FUNG-SHUI," THE PEAK. To be let furnished for 8 months or longer.
Apply—
JOHNSON, STOKES & MASTER,
Solicitors,
8, Des Voeux Road Central,
Hongkong, 2nd March, 1909. [110]

TO LET.

A HOUSE in Wong Nei Chong Road.
A HOUSE in RYAN TERRACE.
OFFICES TO LET, No. 2, Cantonment Road, 3rd Floor.
No. 3, CLIFTON GARDENS, Copcut Road.
No. 10, DES VOEUX ROAD, CENTRAL, 1st Floor.
OFFICES in YORK BUILDING.
GODOWNS in PRAXA EAST, BLUE BUILDINGS and No. 10, Des Voeux Road, near the Hongkong Club.
FLATS in MORTON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1909. [97]

TO LET.

A T THE PEAK HOUSE, in STEWART TERRACE, Furnished or Unfurnished.
Apply—
H. E. POLLOCK,
13, Bank Building,
Hongkong, 20th March, 1909. [594]

TO LET.

"FAIR VIEW" No. 1, Robinson Road, containing SIX ROOMS and several Small Rooms and Large Out-houses.
ROOMS suitable for Office, No. 10, Lee House Street, in rear of David Sassoon & Co.'s premises.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 1st May, 1909. [553]

TO LET.

GODOWN, No. 5, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1909. [98]

TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground.
No. 4, MOUNTAIN VIEW (PEAK), furnished from 1st June to 30th September, 1909.
No. 5, MOUNTAIN VIEW, Peak.
NEW FIVE ROOMED HOUSES in Shelley Street.
The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.
EYRIE, No. 71, Peak. Unfurnished from 1st May, 1909.
C.M.S. PEAK BUNGALOW, furnished, Mount Kailash, from 1st April to end of June, 1909.
BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.
DWELLING ROOMS and OFFICES in Queen's Road Central.
GODOWNS in DUDDELL STREET.
BELLIOS TERRACE HOUSES, ROBINSON ROAD.
FOR SALE—TWO CREST, at Peak, commanding a magnificent view of the Harbour and Adjacent Islands.
Apply to—
Linstead & Davis,
3rd Floor, Alexandra Buildings,
Hongkong, 22nd April, 1909. [100]

TO LET

TO LET.

LARGE OFFICE ROOM, on 2nd Floor of Prince's Building.
Moderate Rent.
Apply to—
Care of "Daily Press" Office,
Hongkong, 5th May, 1909. [705]

TO LET.

No. 2, OLD DAILEY. Immediate Possession.
Apply to—
ARRATTON V. APCAR & Co.,
14, Des Voeux Road,
Hongkong, 8th May, 1909. [717]

TO LET.

No. 34, QUEEN'S ROAD CENTRAL (Shop). Opposite the Post Office.
No. 1A, WYNDHAM STREET (suitable for Office and Godown).
No. 2A, D'AGUILAR STREET (suitable for Office and Godown).
All of which are at present occupied by Weismann Ltd. For Particulars, etc.
Apply to—
YEE SANG FAT & Co.,
34, Queen's Road Central,
Hongkong, 19th March, 1909. [489]

TO LET.

UP-TO-DATE HOUSES in HUMPHREYS AVENUE, Kowloon, with Gardens at entrance.
Apply to—
TAM TSZ KONG,
42, Bonham Strand West,
or HUNG CHUNG, 60, Elgin Road, Kowloon,
Hongkong, 16th April, 1909. [617]

TO LET.

No. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.
"ERANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.
Apply to—
ARRATTON V. APCAR & Co.,
14, Des Voeux Road,
Hongkong, 3rd March, 1909. [399]

TO LET.

No. 24, WYNDHAM STREET, containing 4 ROOMS.
Apply to—
E. A. & C. F. CARVALHO,
14, Arbuthnot Road,
Hongkong, 5th May, 1909. [707]

APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.
For continuous use by the Gouty, the Constipated, and the Obese.

GOLD MEDAL.

St. Louis, 1904.

DOSE:—A Wineglassful in the morning before Breakfast. [607-1]

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.

MITSU BISHI GOSHI KAISHA (MITSU BISHI CO.) COAL DEPARTMENT.

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Cable addresses for above: "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENTS:—YOKOHAMA: M. ASADA, EMI, CHINKIANG: Messrs. GRADING & Co., MANILA: Messrs. MACDONALD & Co.

For Particulars apply to H. OISHI, Manager, No. 2, Pedder Street, Hongkong, Hongkong, 9th January, 1909. [665]

SCIENTIFIC MISCELLANY.

ELECTRIC HOT BATHS—THE REGIONS OF NEXT CONQUEST—SMOKE INJURY TO VEGETATION—THE ELECTRIC SAFETY VALVE—EARTHQUAKE FORECASTING—A BREAK-WATER OF CONCRETE BOXES—A DISEASE OF TIN—EUROPE'S WATER-POWER—THE SHORTENING YEAR.

The first effective electric water-heater for the bath-room is claimed to be a new German device. This is about six inches in diameter and two-feet high, and is attractive in appearance when fastened to the wall of bath-room or bed-chamber. Water is admitted at the bottom. Turning the electric switch permits enough water to enter to fill the system of pipes, thus ensuring them against burning out, and this is heated to 140 deg. F. in about 40 seconds. The stopcock below the switch is then opened, when a steady stream rises over a series of water-tight surfaces enclosing the heating coils and emerges at the overflow quite hot enough for the bath. The current can be either that of 12 sixteen-candle-power incandescent lamps of the ordinary kind or half as much, the latter giving correspondingly slower heating. The cost of the current necessary varies, but even at the high rate of ten cents an hour, the expense for a hot bath would be small.

Our deserts are to give us some of the surprises of the near future, as Dr. C. E. Keyes points out. The arid regions, with an inch to a foot of rain a year, are by no means repulsive, but even scientific men are only just becoming acquainted with their beauties and possibilities. The landscape is striking. The deserts are mountains, yet the broad sand plains are the dominant feature, and the mountains—though bold and lofty—rise sharply from the level expanse. The earth as we see it has been carved by water. The deserts, as has been lately been discerned, have been sculptured and leveled by the wind, and the rocks, free from chemical action, are unweathered, bright and fresh.

Factory smoke-chimney from bituminous coal—is becoming so harmful to vegetation in Germany that the Saxon Ministry of Finance has offered a prize of \$2400 for the best preventive of the harm by sulphurous acid and other vapors; also \$500 for a compendium of the literature on the subject.

Electric transmission lines of high voltage are liable to serious accidents from sudden increase of pressure through unskillful manipulation of apparatus on the line or from lightning. The curious property of some metals of becoming coated with a film of non-conducting oxide that is broken down by high-tension currents gives a means of providing an automatic overflow, analogous to the safety valve of the steam-engine, and electrolytic valves seem to be serving successfully in the United States and France. A valve of this kind, described by A. Troller as being tried on a French railway line, consists of two aluminium-plate electrodes dipping into a suitable conducting liquid. On the passage of a low tension current, oxide forms on the plates, almost instantly stopping the electric flow, but when the tension rises about 400 volts, the insulating layer disappears, and the current passes freely. Most electric systems allow a higher voltage than this. A sufficient number of aluminium electrodes arranged in series, however, will give any desired resistance, and a valve of eleven elements will not open until the tension exceeds 4,000 volts.

Considering earthquake forecasts, Dr. G. K. Gilbert finds that the places liable to be shaken can be pretty well determined by geological evidence as well as from past experience, but there is little reason to expect satisfactory prediction of the time of earthquakes. The one well-known earthquake district of the United States includes central and southern California, with areas in Mexico and the Pacific Ocean. Alaska also has a district, and there may be a third in Utah. Since the beginning of last century, Alaska has had at least 9 destructive shocks; and 11 are listed for the California district, of 13 the Oregon earthquake of 1867 and the Sonora and Arizona of 1887 is included. Other United States earthquakes have been the New Madrid of 1811-12, the Charleston of 1886, and the New Madrid of 1895.

The novel breakwater at Algoma, Wis., is being built of huge hollow blocks of reinforced concrete 24 feet long, 15 wide and 12½ high, each weighing 120 tons. These are launched like a vessel, towed 12 miles, sunk upon piles 11½ feet below the surface, filled with stone, and given a 4-foot cap of solid concrete.

A curious alteration in tin plate, resembling the infection of organic matter with bacteria, has been reported by Dr. von Hasslinger. The tin had been kept about two years at temperatures ranging between 600 deg. and 115 deg. F., and the surface had completely changed, having become granular and dull. When particles of this grey tin were brought into contact with bright tin, the latter quickly became covered with dull patches, which grew an eighth of an inch or more a day. This so-called "tin pest" was not affected by a rise in temperature, and it differed further from bacteria in growing less vigorously at a distance from the point of infection. The altered tin melted at a lower point (400 deg. F.) than the original tin (428-450 deg. F.). After melting, however, the grey tin resumed its original character, and became solid if not heated to the original melting point. The new substance seems to be an allotropic form of tin.

Guesses at the water-power of different countries vary greatly, and all may be wide of the mark. These are recent estimates of Otto Mayr, a German engineer: Norway, 7,525,000 available, of which only 301,000 horsepower is utilized; Sweden, 6,750,000 available,

20,000 used; Italy, 5,500,000 available, 464,000 used; France, 5,524,000 available, 1,190,000 used; Austria, 5,125,000 available, 450,000 used; Germany, 1,677,600 available, 503,300 used; Switzerland, 1,500,000 available, 380,000 used; and Hungary, 550,000 available, 65,000 used. This is a total of 34,151,600 horse-power for the Continent of Europe, of which only 3,553,300, or less than 10½ per cent, is utilized. The figures seem not wholly up to date, as Italy has been reported to have used 830,000 horse-power, or 15½ per cent—and 90,000 for electric energy.

Many eclipses are noticed in the records of all ages. Astronomers can determine accurately when eclipses must have occurred, and the eclipses records are proving valuable to historical students as a means of determining the dates of important events. From these studies P. H. Cowell has found evidence that our year has decreased within historical times.

SHARE REPORT.

Messrs. Erich Georg & Co. in their weekly share list, dated 8th May, state:—One market, although ruling steady to strong for most securities, has been much quieter during the week under review, and the business transacted has been on a moderate scale only. The sterling demand rate of exchange on London closes at 1s. 9½d., while rates on Shanghai are 7s. 7½d. for a Bank T/T, and 7s. 7½d. for a three days' sight Private Bill. Bar silver in London is quoted 24½d., and Consols £88½. Bank of England's rate of discount is 2½ per cent, while the private market rate of discount is 1½ per cent.

BANK SHARES.—Hongkong and Shanghai have changed hands in small lots at \$950 and \$945, closing with sellers at the lower rate; the London rate is \$39.10s. (d. Nationals are unchanged).

MARINE INSURANCE SHARES.—A small lot of Union changed owners at \$825, and more shares are wanted at \$830. China Traders are unchanged. North China have buyers at 1s. 10½d. Yangtze at \$225, and Canton at \$190.

FIRE INSURANCE SHARES.—Hongkong are easier and on offer at \$337½, while China are in request at 107.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboats have been negotiated at \$31, \$31½ and \$31½, at which latter rate they close steady. Indo-China sold and have sellers at \$79, but at \$78 there are buyers; Shanghai quotes 1s. 5½d., while the London rates are \$4.5s. 0d. for preference and \$2.15s. 0d. for deferred shares. China and Manila are obtainable at \$11. Douglases are steady at \$36. Star Ferries are in demand at \$95 for old and \$15 for new shares. Short Chinese are wanted at 5s. 9d. shares. Shares are wanted at 5s. 9d. for name shares. Union Waterboats have enquiries at \$103.

REFINERIES.—China Sugars stand in a small way at \$135 and \$137½, closing steady. Luzons are on offer at \$16.

MINING SHARES.—Charbonnages are unchanged. Baubis sold at \$7.90. Chinese Engineering and Mining shares have advanced in the north to 1s. 18.

DOCKS.—WHARVES, GODOWNS, &c.—Hongkong and Wharves Docks sold at \$76 and \$75, and have sellers at the lower rate. Geo. Fenwick's as well as New Amoy Docks, are unchanged. Shanghai Docks have received in the north to 1s. 85. Hongkong and Kowloon Wharves have been done at \$55, and can be placed now at \$57, Shanghai and Hongkong Wharves are quoted 1s. 167 nominal.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands sold at \$100/101, and have buyers at the higher rate. Kowloon Lands and West Points are neglected at last quotations. Old Hongkong Hotels are steady at \$71, while the Hongkong Estates sold and are in further demand at \$9. Shanghai Lands are quoted 1s. 118.

COTTON MILLS.—Shanghai quotations are: Ewos 1s. 121, International 1s. 91, Loon Kung Mills 1s. 112 and Sooyehs 1s. 403. Hongkong Cottons have changed hands at \$82.

SUNDRY MANUFACTURING COMPANIES.—China Light and Power have been done at \$44 and \$45, and are wanted at the higher rate. Hongkong Electric have buyers at \$181. Dairy Farms are on offer at the reduced rate of \$162, but at \$16 buyers could be found. Green Island Cement shares changed ownership at \$8.90 and \$8.80, closing with sellers at the lower rate. Ice Company's shares are offering at \$155, and Kowloon at 24. In other stocks under this heading no sales have been reported, and rates are unchanged.

MISCELLANEOUS.—China Borneos have been placed at \$123, which figure a few shares can be procured. Langkats have moved in the north to sales at 1s. 120. Robinson Finno Canned goods shares are for sale at 1s. Watsons fetched \$9, and Weissmann's 125. There is no change to report in other stocks, and this heading and no sales have been made public.

WHITELEY'S
THE BIGGEST STORE
IN THE WORLD.
HIGH QUALITY—MODERATE PRICES—
PROMPT ATTENTION.
WM. WHITELEY, LTD.,
UNIVERSAL PROVIDERS,
WESTBOURNE GROVE & QUEEN'S RD.,
LONDON, W.

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "PATHAN."
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by BODWELL & Co., Ltd., Agents.

Hongkong, 3rd May, 1909. [599]

"SHIRE" LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MIDDELSBRO, LONDON, COLOMBO AND STRAITS.

THE Company's Steamship
"DENBIGHSHIRE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's hazardous and, or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 14th inst., at 6 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

JARDINE, MATHESON & Co., Agents.
Hongkong, 7th May, 1909. [715]

NOTICE TO CONSIGNEES.
"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENUTRETT,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 14th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 14th inst., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW,
Hongkong, 7th May, 1909. [716]

NOTICES TO CONSIGNEES

NORDBEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ EITEL FRIEDRICH,"

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M.

All Claims must reach us before the 15th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo.
Ex S.S. "SACHSEN" from Barcelona.
NORDBEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 4th May, 1909. [5]

AMERICAN AND MANCHURIAN LINE
NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship
"KORANNA,"

Captain Beure, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 12th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, THOMES & Co., General Agents.

Hongkong, 6th May, 1909. [713]

ON SALE.

THE FIFTY YEARS
ANGLO-CHINESE CALENDAR

日曆英中年十五
FROM 1ST JANUARY, 1904 TO 31ST DECEMBER 1914; BEGINNING FROM THE 1st YEAR OF THE 7875 CYCLE TO THE 6078 YEAR OF THE 76TH CYCLE.

PRICE \$2 CASH.
On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

BENGER'S FOOD
Benger's Food, prepared with fresh new milk, is all food.
It is distinguished from others by the ease with which it can be digested and absorbed. It can be served prepared to suit the exact physical condition of the person for whom it is intended.
Benger's Food is for infants, invalids, and all whose digestive powers have become weakened through illness or advancing age.
Benger's Food is sold in tins by Chemists, etc., everywhere.

DINNEFORD'S
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.
DINNEFORD'S MAGNESIA
The Physician's Cure for Gout, Rheumatic Gout and Gravel.
Safe and Most Effective Remedy for Gout and Rheumatism.

AN IDEAL INVALID FOOD IN HOT CLIMATES.
Allenburys' DIET
The "Allenburys' Diet" is a complete food, being manufactured from milk and wheaten meal, both ingredients being largely predigested. It is most palatable and easy of digestion, and can be made in a minute the addition of boiling water only being necessary. Whilst acceptable to all as a light nourishment, it is especially helpful to Invalids, Dyspeptics, and the Aged.
A PANCREATISED MILK AND CEREAL FOOD.
For Travellers by Sea or Land this complete Food will be found exceedingly valuable.
ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

SHIPPING.

ARRIVALS.

ALDENHAM, British str., 3,903, St. John George, 8th May—Sydney 14th April, General—Gibb, Livingston & Co.
 DRISGAVIA, German str., 1,165, Schwinghamme, 8th May—Shanghai 5th May, General—Hamburg-Amerika Linie.
 CARL DIEDERICHSEN, German str., 774, J. Kayser, 8th May—Haiphong & Hoihow 7th May, General—Jensen & Co.
 DAKIN, Norwegian str., 883, O. Alrahmsen, 8th May—Tatcorin 19th April, Salt—Aagaard, Thorsen & Co.
 FRI, Norwegian str., 860, C. Wagle, 8th May—Haiphong 4th and Hoihow 7th May, Rice and Pigs—Aagaard, Thorsen & Co.
 HAICHING, British str., 1,167, W. C. Fossomere, 9th May—Fochow and Swatow 8th May, General—Douglas, Laing & Co.
 HANYANG, German str., 985, A. Nigahr, 8th May—Anoy 7th May, Ballast—Jensen & Co.
 KIEL, Norwegian str., 910, T. Hellesoe, 8th May—Newchwang 30th April and Dalay 2nd May, Beans and Beans Oil—Aagaard, Thorsen & Co.
 KWANGTAI, Chinese str., 9th May—Canton.
 LIBERIA, German str., 2,344, M. Knaul, 8th May—Hankow 1st May, General—Hamburg-Amerika Linie.
 MUREN, Chinese str., 1,339, J. McArthur, 8th May—Shanghai 4th May, General—C. M. S. N. Co.
 PEKING, Swedish str., 2,217, G. Pettersen, 8th May—Shanghai 4th May, General—Melchers & Co.
 PONA, British str., 4,878, A. F. Vine, 8th May—London via Ports 27th March, General—P. & O. S. N. Co.
 SELJA, Norwegian str., 2,799, Leo, 8th May—Manila 8th May, Ballast—Ord.
 SUSHU MARU, Japanese str., 1,119, T. Sugii, 8th May—Anoy 5th, Amoy 6th and Swatow 7th May, General—Osaka Shosen Kaisha.
 SUISANG, British str., 1,776, W. D. Welsh, 7th May—Calcutta and Singapore 1st May, General—Jardine, Matheson & Co.
 TONKIN, French str., 3,004, Charbonnel, 9th May—Shanghai 6th May, General—M. M. Toromaru, Japanese str., 2,464, B. Smith, 7th May—Moji 2nd May, General—Nippon Yusen Kaisha.

DEPARTURES.

8th May.
 DENBISHIRE, British str., for Shanghai.
 EUPHROSIA, British str., for Shanghai.
 HAINAN, British str., for Swatow.
 KANG CHING, Chinese str., for Canton.
 MONTROSE, British str., for Moji.
 PAKLAI, German str., for Swatow.
 PROVIDENCE, Norwegian str., for Badgok.
 TIBODAS, Dutch str., for Yokohama.
 TONAN, Chinese str., for Shanghai.
 YUENSANG, British str., for Manila.
 9th May.
 ASHTAFIA, British str., for Kobe.
 BRISGAVIA, German str., for Singapore.
 CHENAN, British str., for Shanghai.
 DAIGI MARU, Japanese str., for Swatow.
 ITALIAN, French str., for Hoihow.
 HUTCHOW, British str., for Chefoo.
 KJELM, Norwegian str., for Canton.
 MACHW, German str., for Bangkok.
 MAUSANG, British str., for Sandakan.
 MONTROSE, British str., for Singapore.
 PENGO, Swedish str., for Saigou.
 POONA, British str., for Shanghai.
 QUINTA, German str., for Wahn.
 VOLUTE, British str., for Balik Papan.

SHIPPING REPORTS.

The Brit. str. *Suisang* reports: Fine weather smooth sea and light winds.
 The British str. *Aldenham* reports: Fine weather and smooth seas throughout.
 The German str. *Drigavia* reports: Foggy and rainy weather outside from Shanghai to Hongkong with N.E. wind.

VESSELS IN DOCK.

May 7th.
 ABERDEEN DOCK—*Panathelus*.
 KOWLOON DOCK—*Y. Souda*, H.M.S. *Moore*, *China*, *Zafiro*, H.M.S. *Dronow*, *Cosmopolitan* DOCK—*Mausang*.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.
 (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"CAPRI."
 Captain Dini, will be despatched as above TO-MORROW, the 11th inst., at Noon.
 For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.
 Hongkong, 7th May, 1909. [4]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "LIGHTNING."
 Captain A. E. Gentles will be despatched for the above ports TO-MORROW, the 11th inst., at 4 P.M.
 For Freight or Passage, apply to DAVID SASSOON & Co., Ltd. Agents.
 Hongkong, 7th May, 1909. [698]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
 THE Steamship
 "GLENLOGAN."
 Captain McGregor, will be despatched as above on TUESDAY, the 25th May, 1909.
 For Freight or Passage apply to MCGREGOR BROS. & GOW.
 Hongkong, 23rd April, 1909. [671]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. via USUAL PORTS OF CALL.	DEIZA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON & ANTWERP via SINGAPORE & C.	PERA	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	About 19th inst.
LONDON & ANTWERP	McGregor	Brit. str.	—	McGregor	McGregor Bros. & Gow	On 25th inst.
ANTWERP, ROTTERDAM & HAMBURG, & C.	Hildebrandt	Brit. str.	—	Hildebrandt	Hildebrandt	About 1st of May.
HAVRE, BREMEN & HAMBURG, & C.	v. Hoff	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERICA LINE	On 20th inst.
HAVRE & HAMBURG via STRAITS, & C.	v. Dohren	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERICA LINE	About Middle of June.
MARSEILLES, & C. via PORTS OF CALL.	Charbonnel	Fr. str.	—	Charbonnel	MESSAGERIES MARITIMES	To-morrow, at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	T. Mural	Fr. str.	—	T. Mural	NIPPON YUSEN KAISHA	On 12th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	CANTON	Swed. str.	—	CANTON	MELCHERS & Co.	Middle of June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	YIO MARU	Jap. str.	—	YIO MARU	NIPPON YUSEN KAISHA	On 26th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	KITANO MARU	Jap. str.	—	KITANO MARU	NIPPON YUSEN KAISHA	About 2nd June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	HONGKONG MARU	Jap. str.	—	HONGKONG MARU	NIPPON YUSEN KAISHA	On 1st June, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	GER. str.	—	—	GER. str.	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	BERGFLINGER	Ger. str.	—	BERGFLINGER	SANDER, WIELER & Co.	About 25th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	CHINA	Brit. str.	1 m.	CHINA	CANADIAN PACIFIC R. Co.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	MONTROSE	Brit. str.	2 m.	MONTROSE	CANADIAN PACIFIC R. Co.	On 22nd inst., at 6 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	EMPEROR OF INDIA	Brit. str.	—	EMPEROR OF INDIA	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	CEYLON MARU	Jap. str.	—	CEYLON MARU	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	KAGA MARU	Jap. str.	—	KAGA MARU	NIPPON YUSEN KAISHA	On 3rd June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	SOVERIG	Swed. str.	—	SOVERIG	DODWELL & Co. Ltd.	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	YAVATA MARU	Jap. str.	—	YAVATA MARU	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	TAITAN	Brit. str.	1 m.	TAITAN	MELCHERS & Co.	On 21st inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	MANILA	Ger. str.	—	MANILA	NIPPON YUSEN KAISHA	On 11th June, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	NIKRO MARU	Jap. str.	—	NIKRO MARU	MELCHERS & Co.	About 29th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	PRINZ WALDEMAR	Jap. str.	—	PRINZ WALDEMAR	NIPPON YUSEN KAISHA	On 14th inst., P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	BINGO MARU	Jap. str.	—	BINGO MARU	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	AMARA	Brit. str.	—	AMARA	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	NIKRO MARU	Jap. str.	—	NIKRO MARU	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	TIBODAS	Dut. str.	—	TIBODAS	JAVA-CHINA-JAPAN LINE	On 18th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	KURICHOW	Brit. str.	1 m.	KURICHOW	BUTTERFIELD & SWIRE	To-day, at 5 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	POONA	Brit. str.	—	POONA	P. & O. S. N. Co.	About 10th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	POLYNESIAN	Fr. str.	—	POLYNESIAN	MESSAGERIES MARITIMES	To-morrow, at 10 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	CHOSHUN MARU	Jap. str.	—	CHOSHUN MARU	OSAKA SHOSHEN KAISHA	On 18th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	SENSEMBIA	Jap. str.	k.w.	SENSEMBIA	NIPPON YUSEN KAISHA	To-morrow, A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	YEROSH MARU	Jap. str.	—	YEROSH MARU	MELCHERS & Co.	Middle of May.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	NIPPON	Dut. str.	—	NIPPON	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	WINGANG	Brit. str.	—	WINGANG	BUTTERFIELD & SWIRE	On 13th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	YINGCHOW	Brit. str.	—	YINGCHOW	P. & O. S. N. Co.	On 12th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	OSAKA	Brit. str.	—	OSAKA	BUTTERFIELD & SWIRE	On 12th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	AMARA	Brit. str.	—	AMARA	BUTTERFIELD & SWIRE	On 17th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	SILVIA	Ger. str.	k.w.	SILVIA	HAMBURG-AMERICA LINE	On 21st inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	KUTANG	Brit. str.	—	KUTANG	JARDINE, MATHESON & Co., Ltd.	About 19th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	LUTZOW	Ger. str.	1 m.	LUTZOW	MELCHERS & Co.	On 26th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	CHINUA	Brit. str.	1 m.	CHINUA	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	HANYANG	Brit. str.	1 m.	HANYANG	BUTTERFIELD & SWIRE	On 12th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	SOSHU MARU	Jap. str.	—	SOSHU MARU	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	TIJIMARI	Dut. str.	—	TIJIMARI	DOUGLAS LAFRAIK & Co.	To-morrow, at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	HAIKING	Brit. str.	2 h.	HAIKING	DOUGLAS LAFRAIK & Co.	On 12th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	HAIKING	Brit. str.	2 h.	HAIKING	DOUGLAS LAFRAIK & Co.	On 14th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	HAIKING	Brit. str.	2 h.	HAIKING	DOUGLAS LAFRAIK & Co.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	HAIKING	Brit. str.	2 h.	HAIKING	DOUGLAS LAFRAIK & Co.	To-morrow, at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	HAIKING	Brit. str.	2 h.	HAIKING	DOUGLAS LAFRAIK & Co.	On 14th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	HAIKING	Brit. str.	2 h.	HAIKING	DOUGLAS LAFRAIK & Co.	On 15th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	HAIKING	Brit. str.	2 h.	HAIKING	DOUGLAS LAFRAIK & Co.	On 18th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	HAIKING	Brit. str.	2 h.	HAIKING	DOUGLAS LAFRAIK & Co.	On 21st inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	HAIKING	Brit. str.	2 h.	HAIKING	DOUGLAS LAFRAIK & Co.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	HAIKING	Brit. str.	2 h.	HAIKING	DOUGLAS LAFRAIK & Co.	Beginning of June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	HAIKING	Brit. str.	2 h.	HAIKING	DOUGLAS LAFRAIK & Co.	To-day, P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	HAIKING	Brit. str.	2 h.	HAIKING	DOUGLAS LAFRAIK & Co.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	HAIKING	Brit. str.	2 h.	HAIKING	DOUGLAS LAFRAIK & Co.	On 18th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	HAIKING	Brit. str.	2 h.	HAIKING	DOUGLAS LAFRAIK & Co.	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE & C.	HAIKING	Brit. str.	2 h.	HAIKING	DOUGLAS LAFRAIK & Co.	Quick despatch.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SUVERIC	6,232	W. Shotton	On 3rd June

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED.
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"DERFFLINGER" Capt. G. MEINERS	Wed'ay, 19th May, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"LUTZOW" Capt. C. DEWERS	About Wed'ay, 19th May.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. E. GATHMANN	Friday, 21st May, at 10 A.M.
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. F. ISEKE	About Saturday, 29th May.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBELL	Beginning of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 6th May, 1909.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. "MONTAGLE" TUESDAY, 11th May. "EMPRESS OF INDIA" SAT., 22nd May. "EMPRESS OF JAPAN" SAT., 12th June. "EMPRESS OF CHINA" SAT., 3rd July. "MONTAGLE" WED'AY, 14th July.
 From St. John or Quebec. "EMPRESS OF BRITAIN" FRI., 13th June. "ALLAN LINER" FRIDAY, 9th July. "EMPRESS OF IRELAND" FRI., 30th July.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.
 THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Co's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate on Steamers £45 " " £45.
 1st Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIAN" Capt. Broc	About 10th May.
MARSEILLES via PORTS	"TONKIN" Capt. Charbonnel	On 11th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY" Capt. X	On 24th May, P.M.
MARSEILLES via PORTS	"OCEANIE" Capt. Sollier	On 25th May, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27.10s. up to £71.10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to

P. DE CHAMPMORIN, AGENT, Queen's Building.

Hongkong, 4th May, 1909.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA."
 Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 15th May, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "INDIA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA" due in London on the 26th June, 1909.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to E. A. HEWETT, Superintendent.
 Hongkong, 3rd May, 1909. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIPOLI (Direct) Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ALBEN, SUZ and PORT SAID. (Taking Cargo at through rates to the Brazils to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC Ports.)

THE Company's Steamship

"CHINA."
 Captain Bergman, will be despatched as above on or about 25th inst.
 This Steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.
 For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents, Princes' Buildings.
 Hongkong, 6th May, 1909. [3]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service between CALCUTTA and SAIGON. Sailings from CALCUTTA for Cape Ports every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1898. [9]

CLEANSE YOUR BLOOD WITH GRIMAUD & Co's SARSAPARILLA

The original sarsaparilla, recommended for the last

